AMENDMENTS TO THE DRAWINGS

Attached are six, informal, replacement sheets of drawings. Once these drawing corrections, as described below, are approved formal drawings will be finalized and filed. Corrections have been made in Figures 1, 1A, 2A, 3, 3A, 4, 5, 7 and 8.

In Fig. 1, the front post 19 has been numbered and the handlebar mounting has been corrected to conform to the mounting shown in Figs. 7 and 8.

Fig. 1A has had the handlebar mount corrected and post 19 has been numbered.

Fig. 2A has had post 52 numbered.

Fig. 3 has had the handlebar mounting corrected similar to the correction noted above for Fig. 1.

Figs. 4 and 5 have been modified to include numerals 58, and in Fig. 5 the lead lines from numerals 32 and 34 have been corrected.

Figs. 7 and 8 have been corrected to include numerals 55 and 56.

Each correction is based on other figures or corrections to the reference numerals in the specification, or to make the figures conform to one another.

Approval of these drawing corrections is respectfully requested.

REMARKS

In view of the foregoing amendments and the following remarks, allowance of this case is earnestly solicited.

In the above identified Office Action, the Examiner had objections to the drawings as to a reference numeral, but a review of the drawings showed that additional corrections were also required. Five informal replacement sheets are attached for the Examiner's consideration and formal drawings will be supplied upon approval the attached and explained corrections.

The specification has also been corrected to resolve the reference numeral issue and approval of the specification corrections is also respectfully requested.

The Examiner had objected to one phrase in claim 9, but claim 9 has been revised in a way that otherwise resolves the Examiner's objection. Confirmation thereof is respectfully requested.

Claim 9 had been rejected under 35 USC § 102(b) as being anticipated by Swift USP No. 6,491,606. That rejection is traversed. The Examiner's position was that among other things, Swift showed a quick brake that included a friction adjusting shaft (206), a tightening nut (208), a flange (210) and a friction adjusting spring (212). Each of these is found in Fig. 2d which shows the spring 212 as being located below the nut 208.

An IDS is attached as part of this response that includes material from a now dismissed law suit involving the parents to this application, USP Nos. 6,669,603 and 6,612,970. Some of these attached materials are briefs, exhibits and responsive answering briefs, including Summary Judgment Motions directed to unenforceability and best mode allegations. Included are arguments made during that litigation based on an exercise bicycle called Body Bike, that

is very similar to Swift's Fig. 2d. The Body Bike that was in the possession of the inventor had a tensioning adjustment assembly that included a rod, a nut and a thin sweat membrane that would be very quickly fully squashed between that nut and a flange. When that thin sweat membrane was fully compressed no further upward movement of the rod was possible. In Swift's Fig, 2d arrangement, once the nut 208 hits or engages the interior of the flange part of 210 no further upward vertical movement would be possible either since the top of the nut would be fully engaged with the part 210 and could not move further upwardly. In both Swift and the Body Bike tensioning assemblies, once the rod was applying braking forces to the friction pad no further upward vertical movement would be possible and in neither could the braking effect be removed, released or disengaged.

The present invention provides for just that result, that once the spring, which is located between the nut and the flange, is compressed enough to apply vertical pressure on the friction pad and to create a braking effect, there is still a sufficient amount of resiliency remaining to allow further compression to occur thereby permitting the rod to be pulled upwardly thus disengaging or releasing the braking effect of the friction pad on the wheel. Claims 9, 11, 19, 26, 31, 32 and 38 are pending and are independent claims. Each claims the concept of being able to pull upwardly on the rod or having a resilient member as a part of the tensioning assembly that permits the force on the friction pad to be released or disengaged. Claim 38 requires a resilient member be positioned to permit the tensioning assembly to be moved to release the force on the friction pad. Claim 32 requires that at least a portion of the force on the friction pad to be released. Claim 31 requires a biasing member be positioned to permit the tensioning mechanism to be displaced away form the flywheel to release the force on the

friction member. Claim 26 required the rod to be able to be temporarily moved away from the flywheel to reduce the contact pressure between the brake and the flywheel. Claim 19 calls for the force transmitting member to be displaced away from the flywheel to reduce the contact pressure between the pad and flywheel. Claim 11 and 9 are similar.

Each of these claims require that the braking force be released or disengaged, and none of the prior art, not Swift, Not Body Bike, not any of the other cited references nor any of those included within the attached IDS show this concept or the structure that would permit this effect to be achieved. Further, none of that prior art recognizes the need, desirability or possibility of releasing the braking effect on the wheel.

Indeed, the prior art only recognizes the possibility of pushing down to increase the brake effect. That is not the invention being claimed.

Consequently, it is respectfully submitted that claims 9 and 11 - 38, now pending in this application distinguish from the prior art and are allowable there over. Notice thereof is respectfully requested.

Claims 10 and 39 each claim an invention concerning tightening mechanism for the seat and handlebar assemblies, each of which uses a flanged or headed tightening pill that operates within an opening in each of the vertical support posts and apples a force to lock the vertical post relative to the frame. None of the prior art shows use of such a flanged or headed pill as the tightening force applying member. Body Bike used a tightening pill, but it was merely a cylinder without a flange, and that Body Bike pill would fall into the frame, thus becoming difficult to retrieve, when the sliding vertical post was removed from the frame. That pill problem was resolved and eliminated by use of the flanged pill.

Accordingly, claims 10 and 39 are also believed to be in condition for allowance and notice thereof is respectfully requested.

As the Examiner reviews the material now being provided within the IDS submitted herewith, should questions arise the Examiner is urged to call the undersigned to discuss any issue raised thereby.

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Respectfully submitted,

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